

# City Circle

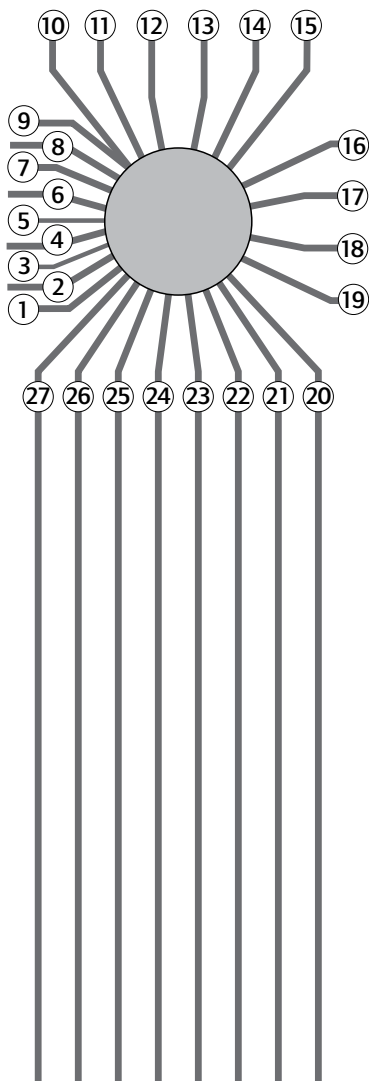
## Network Control

Signaller at Homebush Control Centre (HCC) - Sydney East panel

## Systems of Safeworking

The lines in the City Circle are Rail Vehicle Detection (RVD) territory. The City Circle is within Sydney yard limits.

### Diagram



### Location details

Central 0.000km (NLA 100)

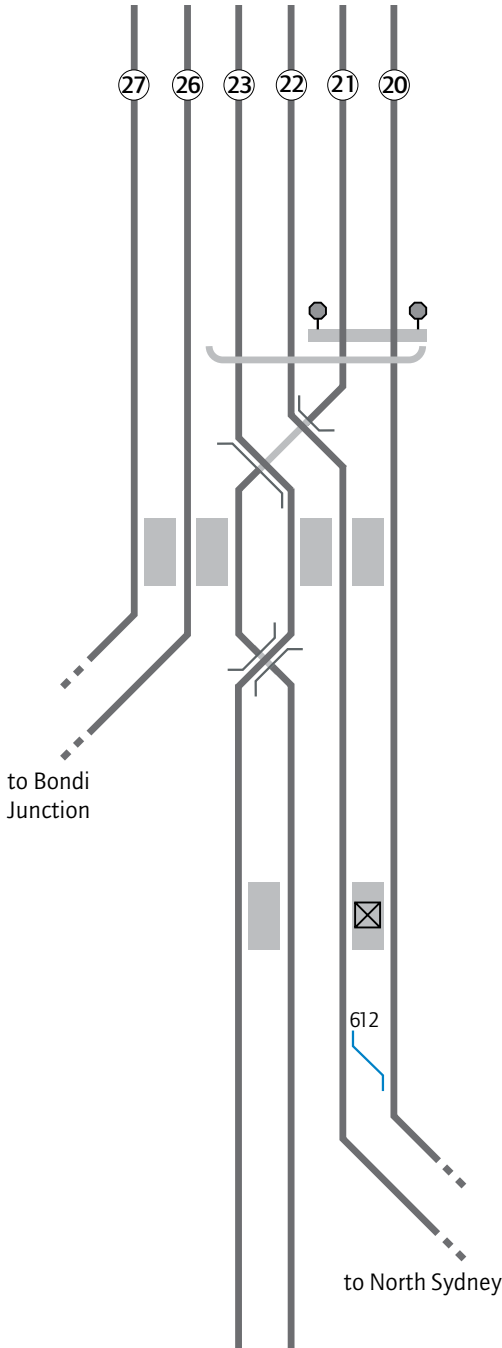


- ① Down Airport line (Central–Sydenham via Green Square)
- ② Up Airport line (Central–Sydenham via Green Square)
- ③ Eveleigh Dive
- ④ Up Illawarra Relief line (Erskineville–Bondi Junction)
- ⑤ Down Illawarra Relief line (Erskineville–Bondi Junction)
- ⑥ Down Illawarra line (Central–Sutherland)
- ⑦ Up Illawarra line (Central–Sutherland)
- ⑧ Down Illawarra Local line (Central–Sutherland)
- ⑨ Up Illawarra Local line (Central–Sutherland)
- ⑩ Down Local line (Central–Lidcombe)
- ⑪ Up Local line (Central–Lidcombe)
- ⑫ Down Suburban line (Central–Lidcombe)
- ⑬ Up Suburban line (Central–Lidcombe)
- ⑭ Down Main line (Central–Lidcombe)
- ⑮ Up Main line (Central–Lidcombe)
- ⑯ Up Main line (Sydney Terminal)
- ⑰ Down Main line (Sydney Terminal)
- ⑱ Down Suburban [Yard] line (Sydney Terminal)
- ⑲ Up Suburban [Yard] line (Sydney Terminal)
- ⑳ Down Shore line (Central–Hornsby)
- ㉑ Down City Outer line
- ㉒ Up Shore line (Central–Hornsby)
- ㉓ Up City Inner line
- ㉔ Down City Inner line
- ㉕ Up City Outer line

# City Circle

**Diagram**

**Location details**



- Ⓜ26 Down Eastern Suburbs Railway (ESR) line (Erskineville–Bondi Junction)
- Ⓜ27 Up Eastern Suburbs Railway (ESR) line (Erskineville–Bondi Junction)

**Town Hall 1.092km**

- 📍 0.563km Network access
- 🏠 0.563km Goulburn Street portal
- ▬ 1.092km Town Hall. Platforms 4, 5 and 6, 1 and 2, 3
- Ⓜ27 Up ESR line
- Ⓜ26 Down ESR line

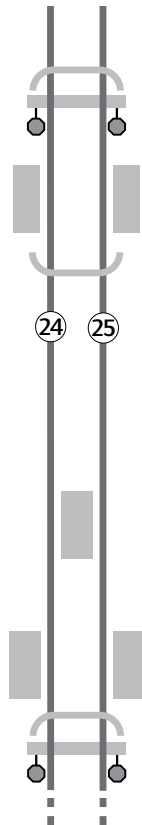
**Wynyard 1.964km**

- ▬ 1.964km Wynyard. Platforms 5 and 6, 3 and 4
- ⊠ 2.043km Local control panel
- 📡 612 Down Shore line to Up Shore line (see Special Instructions)
- Ⓜ20 Down Shore line
- Ⓜ22 Up Shore line



## City Circle







### Diagram



to Central

### Location details




#### Circular Quay 2.882km

-  2.690km Circular Quay portal
-  2.691km Network access
-  2.882km Circular Quay. Platforms 1, 2
-  25 Up City Outer line. Down City Outer line ends
-  24 Down City Inner line. Up City Inner line ends
-  3.178km Circular Quay portal

#### St James 4.296km

-  4.296km St James. Platform 1 and 2

#### Museum 4.875km

-  4.875km Museum. Platforms 1, 2
-  5.308km Goulburn Street portal
-  5.408km Network access

### Special instructions

#### Signal emergency control buttons

Some automatic signals in the city underground have emergency control buttons to set the signals to STOP.

Emergency control buttons can be used to set signals to STOP to protect work on track.

#### Fires

Fires in the city underground must be reported to the Electrical System Operator.

FIRE telephones are located in tunnels and at Circular Quay, Museum, St James, Town Hall and Wynyard stations.

#### Non-stopping rail traffic

If rail traffic is to transit the City Circle line without stopping, the Driver or track vehicle operator must:

- slow vehicles to a maximum of 10km/h before arriving at a platform, and
- pass the platform at no more than 15km/h, and
- sound the whistle at the departure end of the platform before increasing speed.

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### Wrong running-direction and unsignalled movements

If wrong running-direction or unsignalled movements need to be made, the provisions of NTR 418 must be followed, and:

- local control panels must be switched out, and
- headlights must be switched on between platforms, and
- rail traffic must not exceed 10km/h.

### Propelling locomotive-hauled trains

If a locomotive-hauled train is to propel, the route for the entire movement must be set and unoccupied.

-  **WARNING:** If a Qualified Worker cannot ride in or on the leading vehicle in a position designated safe by the Operator, the Crew, Qualified Workers and Network Control Officers must confer and agree about planned movements.

### Local Possession Authority clear of CI.24 Automatic Signal – Down City Inner line

When a Local Possession Authority (LPA) is advertised, using CI.24 automatic signal to protect the LPA, the following safeworking arrangements will apply:

#### E Button Provided on Signal CI.24

Before the work is to commence, the Signaller and the Protection Officer must confer and ensure that;

- The Emergency Signal Replacement Button on Signal CI.24 is cancelled.
- Signal CI.24 is displaying a STOP indication, with the A light extinguished.
- A blocking facility has been applied to the lever controlling Signal CI.24.
- ALL methods of communication have been checked and are in working order.

#### Handsignaller at Signal CI.24

The Handsignaller at Signal CI.24 on the Sydney side of the closed-line protection (facing wrong directional movements) must prevent work trains and track vehicles from exiting the possession area without the authority of the Signaller at HCC - Sydney East panel.

When a work train or track vehicle approaches the Handsignaller protecting the exit end of the possession area on the City Inner line in the vicinity of Signal CI.24 in the wrong running direction, the Handsignaller;

- Must display a red STOP handsignal in the direction of the approaching work train or track vehicle until authorised by the Signaller at HCC - Sydney East panel to allow the work train or track vehicle to proceed,
- Must contact the Signaller at HCC - Sydney East panel and seek permission for the work train or track vehicle to exit the possession area,
- After obtaining authorisation from the Signaller at HCC - Sydney East panel, may authorise the work train or track vehicle to exit the possession area.

An 8-car electric train marker board facing City Inner trains has been provided in the four-foot at a sufficient distance on the Museum side of Signal SY.359 to permit the termination of an 8-car suburban set.

Up passenger services tabled to terminate at Platforms 20 and 21 at Central will detrain passengers and then proceed to a point on the City Inner line immediately clear of Signal SY.359 and return to the City Outer line via No. 621 crossover.

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The Signaller at HCC - Sydney East panel must not authorise an Up terminating service to depart from either Platform 20 or 21 until ensuring that;

- The City Inner line is clear between Signal SY.376/SY.378 and Signal CI.24.
- NO work train or track vehicle has been authorised to exit the possession area.

### Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW32 & MW33), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- points can be secured to prevent access to the portion of track within the LPA,
- or a Work On Track Authority for the track adjoining the LPA limit has been authorised for the period of work.


In exception to *NWT 302 Local Possession Authority*, if a set of points cannot be secured to prevent access to the portion of track or a Work On Track Authority adjoining the LPA limit is not authorised, a worksite may be established within 500 metres of the LPA limit, under the following conditions

The work within 500 metres of the LPA limit must not;

- require a work on track authority
- break the track
- alter the track geometry or structure.

Work within 500 metres of the LPA limit is limited to;

- work not requiring tools, or
- work using tools which can be easily and immediately removed from the track by one person and are:
  - light, non-powered hand tools
  - light, battery powered tools or devices.

 NOTE: An additional Qualified Worker must be provided to make sure that workers remain within the worksite limits.

Points that are clipped and locked to protect a Maintenance Window LPA may be unclipped in accordance with NSG 616 *Precautions during signalling equipment testing*.

### Establishing Worksites using Lookouts and Warning Lights as a Safety measure

Worksites using Lookouts and Warning lights as a safety measure may be established on the City Inner and City Outer (Goulburn St Portals inclusive).

These worksites must not be established if rail traffic that does not reliably operate track circuits is operating.

Any established worksite using Lookouts and Warning lights as a safety measure must be cleared prior to allowing rail traffic that does not reliably operate track circuits to enter the affected area.

If the Protection Officer for an established Lookout Working worksite cannot be contacted to gain an assurance that the worksite can be cleared, the Driver or Track Vehicle Operator of Rail Traffic that does not reliably operate track circuits must be issued with a written Condition Affecting the Network (CAN) Warning that includes;

- the location of the worksite,

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- the requirement for the Driver or Track Vehicle Operator to travel with headlights switched on between platforms, and,
- Rail Traffic must not exceed 10km/h through the worksite location.

Warning lights must not be used where a minimum warning time of more than 20 seconds is required.

### Wynyard 612AB Points

#### Spring Wing Crossings

For operations using the turnout road (reverse direction):

- Trains can operate as per speed boards without restrictions
- High Rail Vehicles must NOT exceed a maximum speed of 5kph. A qualified worker is required to assist and advise the operator / driver during such movements.
- Minimum weight of vehicles using the turnout road is 1.5T GVM
- During operations the spring wing must NOT be chocked, forced or manually opened/operated

Further detail on maintenance and operations requirements for Wynyard 612AB spring wing crossings are outlined in Engineering Advice EA T 18/02.

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### Related documents

- NLA 100 Central*
- NLA 102 Sydney Terminal*
- NLA 106 Erskineville-Bondi Junction*
- NLA 108 Central-Sydenham (via Green Square)*
- NLA 110 Central-Lidcombe*
- NLA 112 Eveleigh*
- NLA 304 Central-Hornsby*
- NLA 400 Central-Sutherland*

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### Effective date

5 October 2018